



CITY OF MILPITAS

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4/21/2015

Agenda Item No. 1



ATTACHMENT RELATED TO AGENDA ITEM AFTER AGENDA PACKET DISTRIBUTION



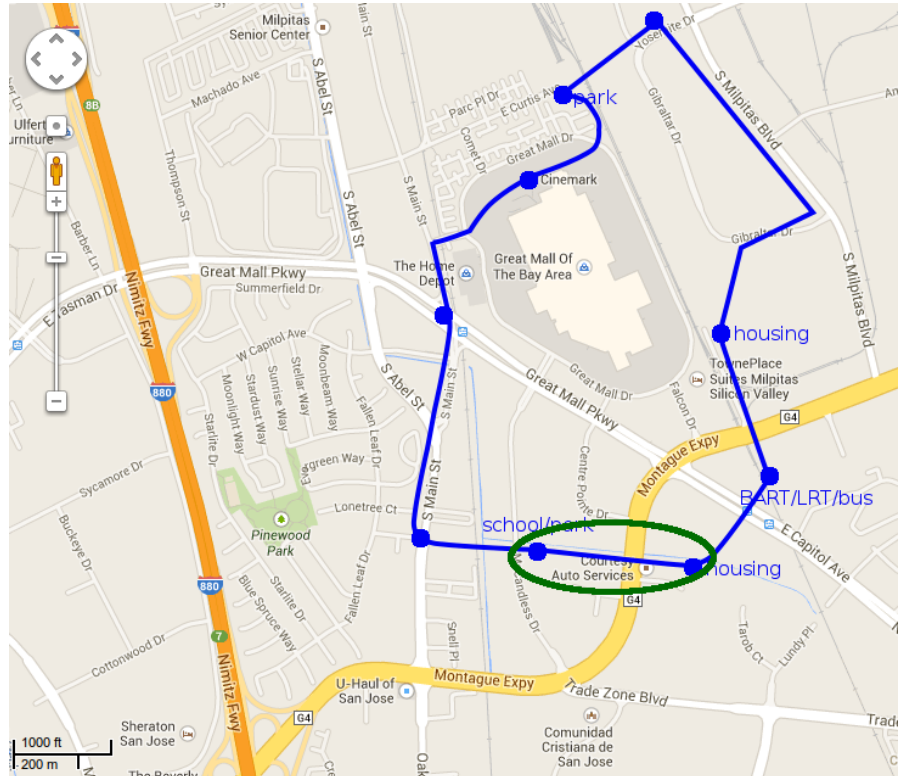
BART Circulator Loop and Pilot Project (Shuttle)



The Sunnyhills Neighborhood Association (SNA) is working for advanced transit from their Milpitas neighborhood to the Great Mall Transit Center (LRT, buses, and BART in 2017). Rather than drive that three-mile distance, we could ride in small, light-weight Personal Rapid Transit (PRT) vehicles (left) on elevated guideways. PRT would provide affordable and convenient, 24/7, non-stop service to our regional transit hub and increase property values.

PRT is a new technology, so it makes sense to limit our risk by starting small with a minimal system of guideway and cabs to shuttle between two stations. Such a demonstration project, costing \$8M (\$2M less than a standard steel-and-concrete pedestrian bridge) will allow us to verify PRT technology before expanding the system to serve other locations.

The green oval in this image shows a prime location for a shuttle. Those first two stations would create a planned for, and needed, crossing of Montague Expressway. For details, visit <http://sunnyhillsneighborhood.org/crossing.html>



After the pilot project proves successful, we could create our first area-wide loop (see image). As shown, that first loop could include the new Milpitas BART station scheduled to open in 2017. Such a circulator would connect nearby areas currently divided by two major roadways, two sets of railroad tracks, and a creek. A BART Circulator could connect the BART/LRT/bus station with four high-density housing areas, The Pines neighborhood, the Great Mall, a new elementary school and four public parks – and reduce reliance on the automobile.

Additional benefits that are difficult to quantify and/or monetize include:

- more energy security due to less dependence on foreign oil imports;
- better public health due to cleaner air and fewer pedestrian/cyclist injuries;
- more effective use of public transit dollars by conveniently delivering more riders to the transit hub;
- calmer, quieter neighborhoods due to less automobile traffic;
- better individual health and time efficiency by avoiding congestion while gaining personal time.
- more efficient use of highly valuable weekday lunch travel time for transit-area workers;
- increased property values and property-tax revenues;
- strong transportation infrastructure attracts businesses.

Category	Project	Estimate Level
Street Improvement	Montague Expy. Crossing Shuttle	1

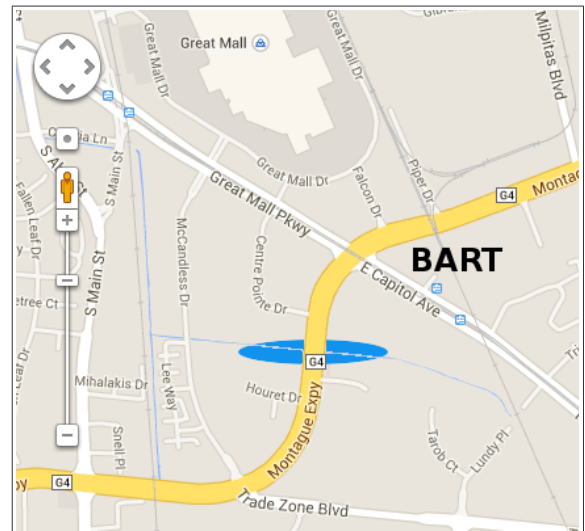
PRIORITY: Improve the Quality of Life.

DESCRIPTION

This project provides for design and construction of an automated pedestrian and cyclist shuttle that will cross Montague Expressway and connect two city parks.

COMMENTS:

Automated Transit Network (ATN) technology will be used in this pilot project in anticipation of expanding into a BART circulator loop that serves the Transit Area. An easement along Penitencia Creek East Channel must be acquired from the Santa Clara Valley Water District before design work begins. First year expenses go to create the (Environmental Impact Report) EIR (for which the Sunnyhills Neighborhood Association is committed to providing \$6,000.



ESTIMATED COST	Prior Year	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Design	0	50,000	400,000	100,000	0	0	550,000
Administration	0	0	25,000	25,000	0	0	50,000
Surveying	0	0	10,000	0	0	0	10,000
Inspection	0	0	0	20,000	0	0	20,000
Land	0	0	0	0	0	0	0
Improvements	0	0	0	1,000,000	0	0	1,000,000
Equipment	0	0	0	5,920,000	0	0	5,920,000
Other	0	0	0	450,000	0	0	450,000
Totals	0	50,000	435,000	7,515,000	0	0	8,000,000

FINANCING	Prior Year	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Sunnyhills NA	0	6,000	0	0	0	0	6,000
VTA/MTC (80%)	0	40,000	348,000	6,012,000	0	0	6,400,000
Plan Bay Area (8%)	0	4,000	35,000	601,000	0	0	640,000
Grants	0	0	52,000	100,000	0	0	152,000
Streets Fund	0	0	0	802,000	0	0	802,000
Gas Tax Fund							
Traffic Impact Fees							
Caltrans							
Totals	0	50,000	435,000	7,515,000	0	0	8,000,000

FINANCE NOTES

As a first-in-the-US PRT project, grant funding may exceed above estimates as agencies recognize the value of electrified advanced transit in a time of global climate crisis.

Close project at the end of fiscal year, June 30, 2018.